

C L A I M S

1. A vehicle comprising:
 - a base frame (2);
 - 5 - at least two wheels (3, 4) in engagement with the base frame (2) to allow movement of the vehicle itself;
 - a motion-transmitting unit (8) associated with the base frame (2) to drive at least one of said wheels (3, 4),
- 10 characterised in that it further comprises at least one first and one second element (6, 7) separated from each other and movable with respect to the base frame (2), said first and second movable elements (6, 7) being active on the motion-transmitting unit (8) to allow at
- 15 least one of said wheels (3, 4) to be driven in rotation thereby enabling the vehicle movement.
2. A vehicle as claimed in claim 1, characterised in that said first and second movable elements (6, 7) define respective actuating surfaces disposed substantially in side by side relationship with each other with respect to a longitudinal extension axis (10) of the vehicle.
- 25 3. A vehicle as claimed in anyone of the preceding claims, characterised in that the first and second elements (6, 7) are movable in a reciprocating manner close to and away from the base frame (2).
- 30 4. A vehicle as claimed in anyone of the preceding claims, characterised in that the first and second movable elements (6, 7) are hinged on the base frame (2) preferably at a front region (1a) of the vehicle.
- 35 5. A vehicle as claimed in claim 4, characterised in

that the first and second movable elements (6, 7) alternately oscillate upwards and downwards with respect to their hinging (11) on the base frame (2), a point of maximum distance from the base frame (2) and 5 maximum travel of the first movable element (6) corresponding to a point of minimum distance from the base frame (2) and minimum travel of the second movable element (7).

10 6. A vehicle as claimed in anyone of the preceding claims, characterised in that it further comprises means (12) for synchronising motion of said first and second movable elements (6, 7).

15 7. A vehicle as claimed in claim 6, characterised in that the synchronising means (12) comprises a fixed structure (13) emerging away from the base frame (2) and a deformable body (14), preferably a belt, which is movable on the fixed structure (13) and is in 20 engagement at its ends with said first and second movable elements (6, 7).

8. A vehicle as claimed in claim 7, characterised in that it further comprises a roller (15) idly mounted on 25 the fixed structure (13), the belt (14) running over said roller (15).

9. A vehicle as claimed in anyone of the preceding claims, characterised in that it further comprises a 30 steering member (5) active on the first wheel (3), preferably a front wheel, to allow the vehicle to travel over curved paths.

10. A vehicle as claimed in anyone of the preceding 35 claims; characterised in that the movable elements (6,

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7) are defined by elongated plates disposed in side by side relationship with each other along the longitudinal axis (10) of the vehicle, said plates (6, 7) being adapted to receive the respective feet 5 disposed in side by side relationship of a rider resting thereon.

11. A vehicle as claimed in anyone of the preceding 10 claims, characterised in that the motion-transmitting unit (8) is capable of converting the reciprocating motion of the movable elements (6, 7) into a rotatory motion transmitted to the second wheel (4), preferably a rear wheel.

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12. A vehicle as claimed in anyone of the preceding claims, characterised in that the motion-transmitting unit (8) comprises at least one deformable element (16) in engagement with the first and second movable 20 elements (6, 7) and active at a rotation axis (18) of the second wheel (4).

13. A vehicle as claimed in claim 11 or 12, characterised in that the motion-transmitting unit (8) 25 further comprises a predetermined number of intermediate members (19) associated with the movable elements (6, 7) and the base frame (2), the deformable element (16) being movable on said intermediate members (19).

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14. A vehicle as claimed in claim 11, 12 or 13, characterised in that the motion-transmitting unit (8) further comprises at least two further free wheels (20, 21) preferably fitted on the axis (18) of the second 35 wheel (4) to transfer to the second wheel (4), in an

alternated manner, the motion received through the deformable element (16).

15. A vehicle as claimed in claim 13, characterised in
5 that the motion-transmitting unit (8) comprises at least one, and preferably two, intermediate members (19) for each movable element (6, 7) and at least one and preferably two intermediate members (19) corresponding to each movable element (6, 7) on the
10 base frame (2), a movement away from the base frame (2) by the first movable element (6) causing dragging along of part of the deformable element (16) from the second movable element (7) to the first movable element (6) and driving in rotation of a free wheel (20) and
15 consequently of the second wheel (4), a movement away from the base frame (2) by the second movable element causing a corresponding dragging along of part of the deformable element (16) from the first movable element (6) to the second movable element (7) and driving in
20 rotation of a second free wheel (21) and consequently of the second wheel (4).

16. A vehicle as claimed in anyone of claims 11 to 15, characterised in that the motion-transmitting unit (8)
25 comprises a further intermediate member (22) to allow movement of the deformable element (16) between the first and second movable elements (6, 7).

17. A vehicle as claimed in anyone of the preceding
30 claims, characterised in that it comprises three or more wheels.

18. A vehicle as claimed in anyone of the preceding claims, characterised in that it comprises at least one
35 wheel of a diameter bigger than 10 cm, the same

diameter as that of a common bicycle for example.

19. A vehicle comprising:

- a base frame (2);

5 - at least two wheels (3, 4) in engagement with the base frame (2) to allow movement of the vehicle itself;
- a motion-transmitting unit (8) associated with the base frame (2) to drive at least one of said wheels (3, 4),

10 characterised in that it further comprises at least one first and one second element (6, 7) movable relative to the base frame (2) and active on the motion-transmitting unit (8) to allow at least one of said wheels (3, 4) to be driven in rotation, thereby

15 enabling movement of the vehicle, and in that said first and second movable elements (6, 7) define respective actuating surface arranged substantially in side by side relationship with each other with respect to a longitudinal extension axis (10) of the vehicle.

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20. A scooter comprising:

- a base frame (2);

25 - at least two wheels (3, 4) in engagement with the base frame (2) to allow movement of the vehicle itself;
- a motion-transmitting unit (8) associated with the base frame (2) to drive at least one of said wheels (3, 4),

characterised in that it further comprises at least one first and one second element (6, 7) separated from each 30 other and movable with respect to the base frame (2), said first and second movable elements (6, 7) being active on the motion-transmitting unit (8) to allow at least one of said wheels (3, 4) to be driven in rotation thereby enabling movement of the vehicle, and
35 in that said first and second movable elements define

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respective actuating surfaces arranged substantially in side by side relationship with each other with respect to a longitudinal extension axis (10) of the vehicle, the actuating surfaces being shiftable by the rider 5 with a reciprocating motion.